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PURCHASING PROBLEMS

A brief, factual roundup of production, supply and price trends.

BY W. G. REAVES
Assistant Purchasing Agent

The information brought to you in these columns might seem negligible; however, it is factual and if you will bear with us and keep these things in mind, you are the one who will benefit.

"No-Strip"

This department has received several inquiries lately relative to "No-Strip." This material is in stock at the motor department and can be obtained promptly. We anticipate no immediate delay in obtaining this material for future use.

Nails

We are continuing to receive requisitions for nails and at present they are practically unobtainable in large quantities, in fact, hardly in any quantity. Not a single proposal was received on four recent bids for nails. The immediate outlook is critical, even without O.P.A.

Lawn Mowers

Lawn movers are not on the market in quantity at present. Several recent inquiries have caused us to check into the situation and we are informed that production is in full swing and should, before too long, see a great improvement on this item as far as the supply is concerned.

White Traffic Paint

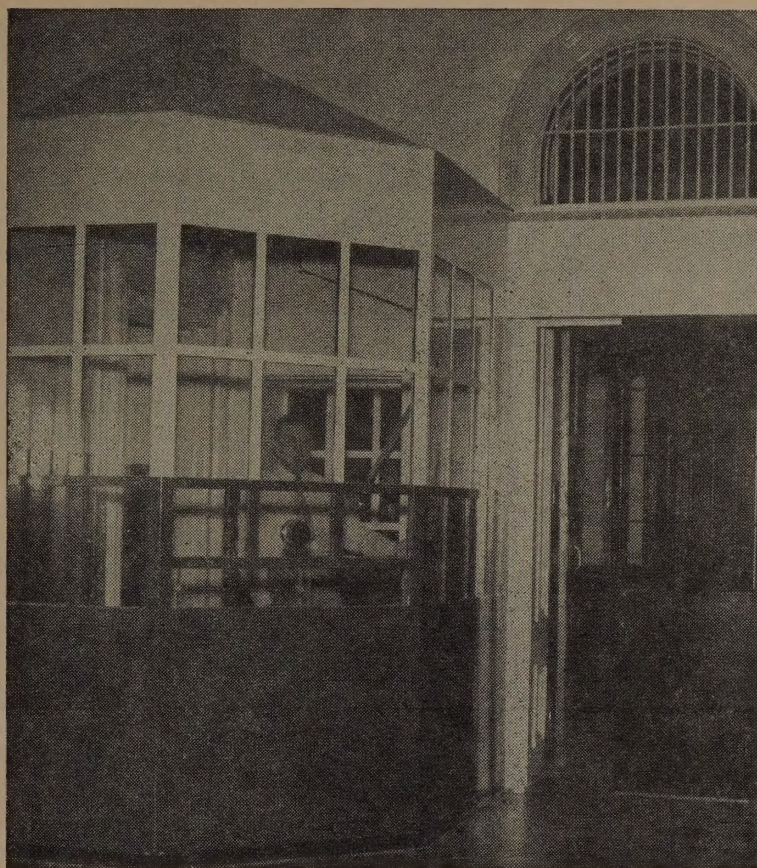
Various divisions are continuously calling and writing us relative to white traffic paint which is furnished from Prison Industries Paint Plant. Materials for this product are hard to obtain and as shipments are received, paint is immediately made and allocated to the divisions which have this paint on order. We do not expect the situation to improve in the immediate future.

Requisition Errors

Quite a few requisitions are being received for motor oils and lubricants showing the charge as being "Stock." We know these were oversights; however, these errors necessitate returning requisitions or writing to ascertain the correct store number and consequently this delays prompt handling.

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Remote-Control Prison Door



Warden H. H. Wilson of Central Prison tests the operation of the newly-installed main prison door which is controlled completely from within a steel and bullet-proof glass room. Wilson's hand rests on the lever which slides the black steel door open and shut on tracks located above the door and in the floor. The only entrance to the control post is through a vault door located in the warden's office, and the guard on duty in the four-by-seven foot compartment also controls the prison's gun room. The old swinging-type door can be seen in the opening of the new door. Four-way vision, gun ports and sliding sections of the heavy laminated glass—one and one-quarter inches thick—enables the main door guard to operate his important post entirely by remote control. (Photo by John Bryan, Prison Identification Bureau.)

Federal Administrator Says National Attack On Traffic Accidents Working

Washington, D. C. — Maj.-Gen. Philip B. Fleming, Federal Works Administrator and general chairman of the President's Highway Safety Conference, says he believes the national attack on the traffic safety problem is bringing results.

Commenting on a 21 per cent decrease in traffic deaths for May as compared with May 1941 reported by the National Safety Council, Fleming expressed the hope that the report marked a trend toward greater safety on the highways. The President's Highway Safety Con-

ference met in Washington on May 8-10.

"The drop in traffic deaths compared with the blackest year on record is so marked that I am sure the concerted national attack on the traffic safety problem should be considered as significant," Fleming said.

"Delegates to the President's Highway Safety Conference took back to each State plans for an organized national traffic safety program. Three State conferences already have been held and 14

(Continued on page three)

Highway Chairman Asks Cooperation In Safety Drive

Hillsboro—A sharp reduction of highway accidents is the "most needed transportation improvement of the decade," Chairman A. H. Graham of the State Highway and Public Works Commission told the Burch family reunion meeting at Cedar Grove Church near here July 14.

"The loss in North Carolina accidents each year is more than the amounts we spend for roads," he said, and urged cooperation and support of all North Carolinians for the current state safety drive.

Graham, a member of the state advisory safety committee, asserted that "the terrible toll through motor vehicle accidents is the most inefficient element of our transportation now and one which must be corrected."

State Record Bad

Last year two states, Arizona and California, had worst traffic accident records in terms of miles driven than North Carolina, the highway official pointed out.

"Why must this be so?" he asked. "It is because our people prize their freedom so high that they will not be regulated? I know that personal freedom independence are our heritage and our pride. We have fought, and will always fight for this freedom.

"But there are certain laws of physics — momentum — speed — impact — which will not be denied, forces which are more fundamental than any man-made laws or principles.

"When dealing with a hundred horsepower instrument in motion, and weighing well over a ton, we must recognize that our freedom and independence must be subordinated to basic physical laws, if we are to avoid serious consequence."

Cooperation Needed

The state cannot reduce the accident rate without the cooperation and support of the people, Graham continued, as he explained the purpose and aims of President Truman's highway safety conference in May and Governor's Cherry conference in July.

"The job is large and difficult," he said. "It involves education in driving and safety, examination of drivers, periodic checks on brakes, (Continued on page four)

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SAFETY FIRST

The nation is faced today with one of its most serious problems--the increasing wave of traffic accidents.

What to do about the mounting death and injury toll on America's highways, roads and streets is a complex and critical problem not to be shrugged off or forgotten.

The possibility of an accident must be considered by every driver whether he is driving to the corner grocery store for a loaf of bread, or taking a long cross-country tour to see Aunt Minnie.

It touches the lives of all Americans, whether they are car-owners or not, because motor vehicle transportation is a vital part of present-day living. The nation's huge network of highways and streets, planned and constructed to connect all populated centers, brings the traffic accident problem to everyone's front door.

The death toll for highway accidents on June 30 was 45 percent above the corresponding period in 1945. If the rate continues its upward climb, although there was a slight drop in May, safety experts predict that it will exceed that of 1941, the peak traffic year, when 45,000 were killed and 1,300,000 were injured on the nation's roads.

Governor Cherry promptly followed up President Truman's national safety conference with a state-wide meeting to plan a practical pro-

gram to reduce highway accidents.

Out of this meeting came the organization of the State Committee for Traffic Safety and approval of a five-year program designed to halt the flood of fatalities on Tar Heel roads.

Chairman A. H. Graham of the Commission, a member of the State Advisory Safety Committee, has emphasized one important phase of the campaign. Despite elaborate plans for education of drivers and pedestrians, inspection of vehicles and stern law enforcement, the success of the traffic safety program hinges on the cooperation of all citizens.

A nation-wide opinion research poll released by the National Committee for Traffic Safety said that 94 percent of America's adult population recognizes street and highway traffic conditions as a serious menace, and are willing to adopt stern measures to correct them.

Now is the time for all good, sensible persons to come to the aid of the traffic safety program. Safety first—a familiar slogan to everyone—means more today than ever.

EDITORIAL COMMENT

RURAL ROADS

The State Highway Commission plans to spend \$25,000,000 on improvement, maintenance and repairs for North Carolina roads during the next 12 months.

That is a lot of money, but the State has a lot of roads. A large percentage of the funds to be expended will go into the betterment of rural roads, which is precisely as it should be.

North Carolina needs better secondary roads today much worse than it needs superhighways, although Tarheelers can use the supers too.

One major drawback to the road improvement campaign just now has to do with the

scarcity and inflated prices of equipment and materials. A \$25,000,000 road improvement and maintenance fund would have gone a lot further in 1941 than it can be expected to go today.

The State may discover in this era of high costs that inflation is destined to eat a large hole in the highway and general fund surpluses which mounted up so rapidly during the war years.

Even so, there is no avoidance of the duty to do something about the deplorable condition of many North Carolina rural roads over which school buses and farm-to-market vehicles must move before the winter rains and snows set in.

These muddy trails will not await the eventual decline of road-building costs which might come one year or five years from now. The money saved in waiting for cost declines would be more than offset by the injury done the farm economy and the school system of the State.

It is heartening, therefore, to note that the State Highway Commission is going forward with plans for paving and otherwise improving many secondary roads during the ensuing year. It is of the utmost importance that the neediest bus routes and other vital rural arteries be improved before the winter months arrive.

--The Winston-Salem Sentinel.

DEATH TOLL

A traffic death toll of 38,000 during 1946!

That's the prediction made by the National Safety Council on the basis of traffic reports for January and February—unless the present trend is checked through extra effort by everyone in the nation-wide traffic accident prevention program now underway.

If the prediction is verified, 1946 will go down as the second most deadly year in America's automobile history, with 1941 still the grim leader

with a toll of 45,000 fatalities.

Traffic deaths went up 49 per cent and 45 per cent respectively in January and February over the same months a year ago. The death toll for those two months was 5,450. Council statisticians estimate that about the same number will have been killed during March and April, although reports are not yet complete.

Ned H. Dearborn, president of the National Safety Council urged the public's cooperation with traffic officials to halt the steady rise in traffic deaths and injuries.

"Our national, state and local agencies for protecting people on streets and highways must have the help of every individual driver and pedestrian. Obey the law. Reduce speed to conform to conditions. Listen to those officials whom you pay to protect you. Heed their warnings and drive more carefully than you have ever driven in your life," Mr. Dearborn said.

Mr. Dearborn pointed out that the traffic situation has been declared an emergency by President Truman, who recently held a national highway safety conference to seek cooperation in stopping the present trend.

—Alabama Highways.

Today's Chuckles

The Jap secret agent had been instructed to investigate internal conditions in the United States, and report particularly in national morale. After a few days he filed his report for transmittal to Tokyo: "Condition very bad. People all very hungry. When two meet on street, one always says to other—'What's cooking?'"

* * *

"But my good man," said Mrs. Smith, dubiously, to the tramp at her door, "your story has such a hollow ring."

"Yes, m'am. That's the result of speaking with an empty stomach."

* * *

Young Man—I want to buy a diamond ring.

Salesman—Yes, sir. How about one of our combination set? Three pieces: engagement, wedding and teething.

New Conservation Experiment Grows Grass In Asphalt

(Note: The following is reprinted in part from The Highway Magazine concerning some interesting experimental roadside conservation work being made by the Missouri Highway Department.)

The most effective, least expensive and most satisfactory means of controlling soil erosion is to establish a vegetative cover on the land subject to erosion.

This is accomplished by seeding or sodding grasses, planting vines or ground cover plants and planting woody shrubs and trees. All seeding and planting operations depend to a great extent upon a satisfactory control of soil moisture to insure the successful establishment of the plants.

Mulch Controls Moisture

The most effective mechanical means of controlling soil moisture for seeding operations on highway roadsides is the use of mulch; covering the seeded area with straw, hay or similar material to a depth sufficient to retard the evaporation of soil moisture, but not enough to prevent the emergence and growth of grass.

While the use of straw, hay and vegetable litter of various kinds is the accepted and recommended mulch for highway roadside work, yet there are some disadvantages to be found in the use of a straw mulch. One of the most common occurrences is the loss of mulch and damage to seedlings caused by fire.

On steep slopes the straw tends to keep shifting down hill and is subject to movement by winds. In certain sections of Missouri, the fact that straw or hay is not available in large quantities, except at unusually high prices, has caused the Highway Department to consider the possible use of other materials as mulching agents.

Asphalt Cut-Back

Among other materials being investigated, is an asphalt cut-back designed to be used as a mulch. To date, the use of asphalt mulch on seeding operations, especially on shoulders where there is always a definite fire hazard, looks very promising.

In 1941, H. E. Meyers and R. I. Throckmorton of the Kansas Agricultural Experiment Station, Manhattan, Kansas, edited an article entitled, "Some Experiences with Asphalt in the Establishment of Grasses and Legumes for Erosion Control."

Meyers and Throckmorton found from their studies that it was pos-

sible to establish a good stand of grass and legumes from seed placed under a mulch of asphalt. The asphalt had to be of a special type that would dry and harden quickly. They also found that water penetrated through the asphalt readily and that the special asphalt gave reasonably good erosion control for at least one year.

Later experiments in using asphalt mulch on seeding operations proved that such treatment gave good erosion control even after the grass was established, although the material eventually disintegrated and became incorporated with the soil.

PURCHASING

(Continued from page one)

Motor Oils

We are experiencing some delay in getting delivery on motor oils and lubricants. While this delay, at present, is not acute, it is well to keep this in mind, and do not let your stock get too low before sending in requisitions. One company advised us they are having difficulty in securing drums while another company advised they are having difficulty in securing lids for 100 pound drums.

Stoves

Stoves are really in slow delivery, at present, and the outlook for improvement in delivery is very dark. It is suggested that the divisions make a survey in the near future and send in requisitions immediately for stoves needed for this coming winter. We positively will not be able to get stoves on short notice for several months.

Cement

The cement situation is extremely critical at the present time, and it is most important that the Purchasing Department be given as much as two or three weeks advance shipping notice in order to insure a reasonable prompt delivery on all orders for immediate cement.

John Wesley once paused in the middle of a long sermon and shouted: "Fire! Fire!"

Drowsy members of the congregation were startled, and one cried: "Where, sir, where?"

"In hell," solemnly replied the preacher, "in hell for those who sleep under the preaching the Word."

Sign in a country restaurant: "If our steak is too tough for you, get out; this is no place for weaklings."

Prison Escapes

Prison escapes during July 1-15 zoomed to 20 and Caldwell 803 led the 89 camps during the period with four prisoners escaping, according to Prison Department records.

The 15-day total almost equaled the 22 escapes reported for the entire month of June. The May total was 31.

Two camps—Sampson 308 and Cherokee 1003—had three escapes and joined Caldwell in the non-star rating group.

Camp ratings for July 1-15 were:

Three-Star

Woman's Prison and Central Prison, Raleigh, and all other camps with the exception of the following:

Two-Star

McDowell 908, Richland 706, Catawba 903, Durham 503.

One-Star

New Hanover 306, Scotland 610, Camp Polk (Cary).

Non-Star

Caldwell 803, Sampson 308, Cherokee 1003.

FEDERAL

(Continued from page one)

other states have meetings set for an early date.

"At any rate the findings of the conference had a wide-spread public reception, and when working with such effective programs as the Police Traffic Safety Check of the International Association of Chiefs of Police and the 'Take it Easy' Campaign of the A A A, there is reason for optimism.

"Admittedly we are a long way from being out of the woods in this highway traffic death problem. While the trend is significant in comparison with our worst year, it still is a depressing fact that deaths on the highways in May were 36 per cent greater than in May of 1945.

"Obviously a decided increase in car mileage coming immediately after the removal of gas rationing is a factor in this comparison. Miles traveled is bound to be the primary factor in relation to traffic deaths, but the death statistics remain and each represents some man, woman or child who would be alive today except for human carelessness or mechanical failure on the highways.

"I can only hope the continuing national program of State safety conferences and eventual improvement in enforcement and standardization of traffic rules and regulations may produce a lasting effect for the better. The coming months will give the answer to this vital question."

Road-Oil Worker Dies In Accident

Wagram—Larue Cain, 18, member of a road-oil crew in the Sixth Division, was killed near here July 19 when the highway truck in which he was riding turned over.

The young man and his fellow workers were reported to be driving toward Wagram when the drag link on the truck came loose, the truck left the road, jumped a ditch and overturned.

There were no other persons seriously injured, but the front of the truck was damaged.

Cain had been an employee of the Highway Commission since May 1945.

Funeral services were held July 21 from his home in Butters, near Bladenboro, with the Rev. Gaston Hester conducting. Burial was in the Butters cemetery.

Surviving are the parents, Mr. and Mrs. Fred Cain of Butters; one brother, Malcolm R. Cain, U. S. Army, Fort Bragg; and one sister, Mrs. S. K. Britt of Chadbourne.

Do You Know?

1. What state highway department advertises flour on its letterhead?

2. A certain amount of the area of towns and cities is used for streets and alleys. Check the one of the following figures that you think is the average used for this purpose: 2 per cent; 10 per cent; 40 per cent; 25 per cent; 5 per cent.

3. What was the reason for building covered bridges?

4. In what manner were large medieval bridges covered? Say, for instance, London Bridge.

5. Match each of the following carriers with the percentage, in the right-hand column, total commercial freight traffic it handled in 1944:

- | | |
|-------------------------|---------|
| a. Railroads | 1. 0.1 |
| b. Motor Trucks | 2. 12.5 |
| c. Air lines | 6. 4.6 |
| d. Oil pipe lines | 4. 70.0 |
| e. Rivers and canals | 5. 2.8 |
| f. Electric railways | 6. 0.1 |
| g. Great Lakes shipping | 7. 10.0 |

6. What state spent \$7,000,000 for state highway maintenance operations during the winter of 1944-45?

—From Better Roads Magazine.

For the answers, see page four.

The old wheeze that ostriches "bury their heads in the sand" was probably started by early desert nomads who saw ostriches feeding on the horizon. From this distance the birds' heads would appear to be "buried in the sands." Usually the ostrich depends on his great speed for safety.

1,574 Contracts Awarded By State Road Departments

Washington, D. C.—State Highway departments awarded 1,574 contracts during the first six months of the year for federal-aid projects having a total construction cost of \$241,034,333, according to reports received by the Public Roads Administration.

Contracts awards in June for Federal-aid projects amounted to 344, at a cost of \$55,132,392, as compared with a total of 425 contracts awards in May for highway construction costing \$58,166,360. At the end of June, 244 contract offers for work to cost \$22,085,759 were still under consideration.

State highway departments during June rejected bids for 64 Federal-aid projects involving \$12,823,371 worth of construction, making a total of 393 bids rejected by the States since January 1, without action by the Public Roads Administration.

Low Bid Excessive

In each instance the low bid was far in excess of the engineer's estimate of construction costs. Only two bids were rejected during June because of the Public Roads Administration's refusal to concur in the award of contracts. Refusal of concurrence was prompted by high bidding.

Contract awards in June for all types of road work, including federal-aid projects, national park and national forests roads, and state-supervised road work financed entirely by State and local government agencies, totaled 1,180.

The total construction cost was \$83,055,612, bringing the number of road contracts let since January 1 to 4,672, at a cost of \$344,044,710. These contracts called for improvements on 22,308 miles of roadway.

Wish Comes True

Raleigh—Cecil Stearns, a member of the accounting staff here, mentioned to fellow workers that he would complete 25 years of service with the Highway and Public Works Commission on July 17.

When that day rolled around he discovered that his chance remark had not gone unheeded. Miss Freda Webb presented him with a cake on behalf of the other members of the accounting department.

Teacher: "What binds us together, sustains us, shapes our ends, and makes us better than nature intended?"

Betty: "Girdles."

Graham Explains Importance Of Surfacing County Road System

Raleigh—Continuation of the the State Highway and Public Works Commission's present policy of surface treating 2,000 miles of secondary roads per year will result in "a secondary system which will adequately meet the requirements of the state's economic life within 10 years," Chairman A. H. Graham has said.

Speaking before the Kiwanis club here July 19, he said that in the past 10 months the highway commission has let contracts amounting to more than \$23,000,000 for road construction and reconditioning. That sum, the commissioner added, has been "about equally" divided between secondary and primary roads.

Emphasis On Improvement

The sentiment of the present highway commission and the Governor, he declared, is for emphasis on systematic improvement of the secondary-unsurfaced-roads, and, at the same time, maintaining the 12,000-mile primary system. There are now 48,000 miles of "lesser type" roads in the State.

Experience has proved, Graham observed, that secondary roads cannot be efficiently maintained through the simple process of dragging. Hence, he said, the commission's policy for 1946 and 1947 is to surface treat 2,000 miles each year.

Construction Hampered

The people of the State have not yet seen the results of the \$23,000,000 worth of contract road work

now in progress "because all construction has been retarded" by lack of manpower, materials and equipment, Graham said.

Equipment shortage, he added, is perhaps the most crippling factor. Of \$4,000,000 in equipment orders, many of which had been made two years ago, the highway commission is receiving "only a trickle."

Graham said that the commission is pledged to the promotion of a "rounded system" of highway maintenance and construction, and that in lending "importance" to the secondary system, it did not intend to "neglect" paved thoroughfares, upon which the State, a pioneer in road building, has "spent many millions and number of which are now in critical need of repair."

North Carolina has a larger percentage of narrow roads—18 feet and below—than any other state "in our class," Graham reported. He said that this is true because North Carolina began its construction program before most other states and has had to learn through experience the value of wide thoroughfares.

Graham concluded that "the progress made by the highway commission will have its part in the progress and welfare of North Carolina during the next 25 years as history repeats itself. Economic progress has always associated itself with improved transportation facilities."

Commission Meets

Raleigh.—The Highway & Public Works Commission was scheduled to hold its regular July meeting here July 25 at 10 a. m.

Chairman A. H. Graham said that he knew of no important matters to be discussed by the commission.

Full details of the meeting will be carried in the next issue of the North Carolina Highways & Public Works.

CHAIRMAN

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lights and steering by state, county and city, improvements in the courts, financial liability of drivers, accident reporting and analysis, removal of road hazards, widening roads and bridges, improved road alignment features and improved signs and signals."

Tracing transportation trends in the history of North Carolina, Graham stressed the importance of the beginning of the state highway system in 1921.

Pioneer In Highways

"North Carolina was a pioneer in highways," he said, "and outgrew all her neighboring states for this reason for many years. Today our state is ranked as the most progressive, the heaviest populated, and in other respects, the leading state in the south. This has come about mainly due to our improved roads, and our improved rural agriculture and schools, which depend upon good rural roads."

The state maintains and improves over 61,000 miles of roads and highways without any revenue from road, property or sales tax, he added. Its only source of revenue is the motor vehicle and its fuel.

He told the annual gathering of the Burch family that the highway department was doing everything possible to restore thousand of miles of county roads, damaged by four years of skimpy maintenance due to war shortages, to "a condition whereby they may withstand the ravages of next winter."

The department also is "hard-surfacing as many as possible of the more important farm-to-market and rural land service roads; being limited by shortages of men, equipment and certain materials," Graham said.

"At the same time, we cannot afford to neglect the backbone of the network, the state highways, which handle about 80 percent of the traffic volume. Many of these are quite old, obsolete in many respects and in need of major replacement."

Answers To "Do You Know?"

1. North Dakota. The State government has been in the flour business since 1919. Its mill, at Grand Forks, has a capacity of 4,000 bbl. a day. In 1933 the legislature enacted a law making it a misdemeanor or offense for any public official to send out printed or mimeographed material unless it bears the slogan "Buy 'Dakota Maid' Flour."

2. Land-use studies show that not less than 25 per cent of the total area of municipalities is in streets and alleys, and sometimes as much as 40 per cent is used for this purpose.

3. Perhaps romance was a by-product of the covering of old timber spans, but the real purpose of the roofing and the siding was to protect the structural elements of the bridges from deterioration.

4. Most medieval bridges of importance supported houses built on the sides of the roadway and on the

piers. These houses were often three stories high and the upper story extended entirely across the roadway, which sometimes did not exceed 12 ft. in width. The old London Bridge had about 100 houses and a church. The bridge owners liked the income received from rents, and the renters liked the convenience of the river for disposal of unwanted objects.

5. a—4; b—3; c—1; d—2; e—5; f—6; g—7. Did you think that highways carried more than 4.6 per cent of the freight traffic?

6. Pennsylvania. Except in the southeastern part of the state, snowfall was heavier than during the previous 57 years the U. S. Weather Bureau has kept records.

Brenda: "I know he is the man for me, mother. Every time he takes me in his arms I can hear his heart pounding."

Mother: "Better be carefully, daughter. When your father was courting me I was fooled for a year by his dollar watch."